# Lasti ISI Update



#### March 2007

# On behalf of the SEI Team

LIGO-G070185-00-Z



# The SEI Team

#### MIT

Stephany Foley
Bob Lalierte
Myron Macinnis
Fabrice Matichard
Ken Mason
Rich Mittleman
Laurent Ruet

#### Stanford

Daniel Clark
Tarmigan Casebolt
Dan DeBra
Brian Lantz

And I'm sure that I've missed a few

Mike Zucker

#### Caltech

Ben Abbott
Dennis Coyne
Lee Cardenas
Jay Heefner

#### LLo/LSU

Joe Giaime Joe Hanson Brian O'Reilly Shyang Wen

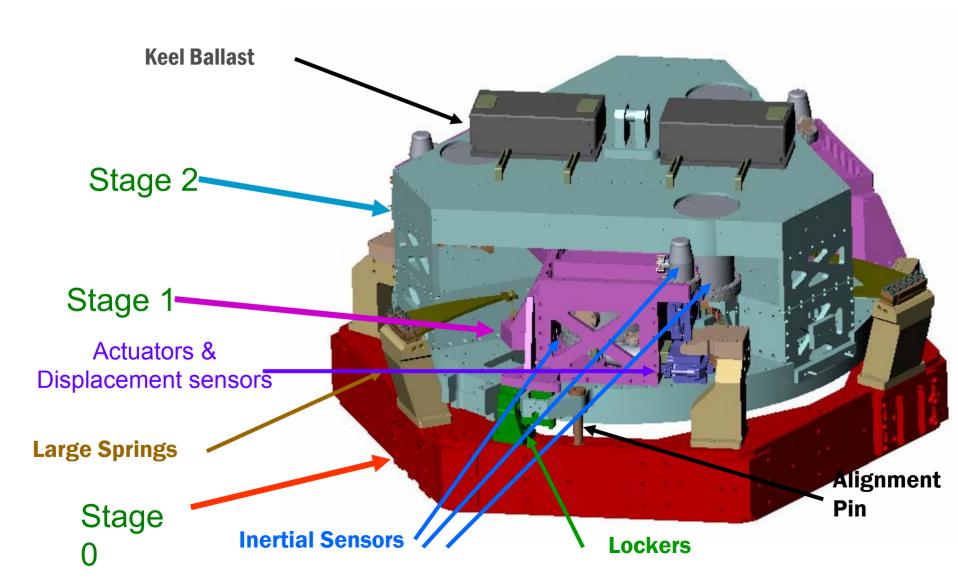
**LHO** 

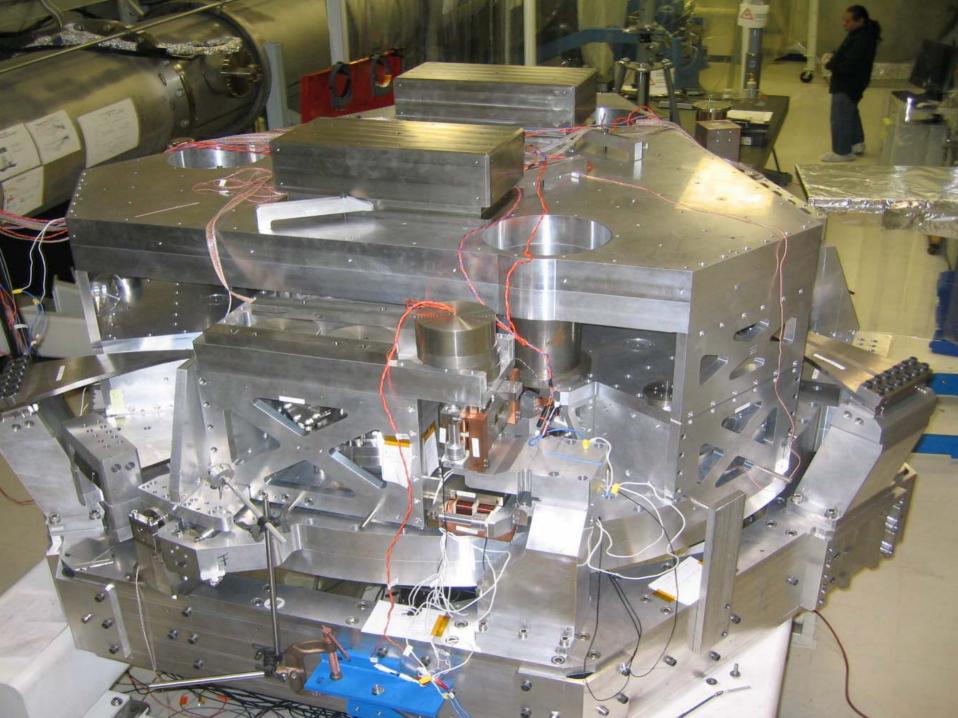
Corey Gray Hugh Radkins

#### Where we are now

- Finished Dirty Testing Phase
- Suspended at full load
- Tested the stages for Resonances (verify that a bolted structure works)
- Understand the ASI Model
- Writing assembly procedures
- Taking care of minor redesigns
- Designing some new tooling
- Disassembling for cleaning
- Preparing for Clean assembly

# Three Stage ISI

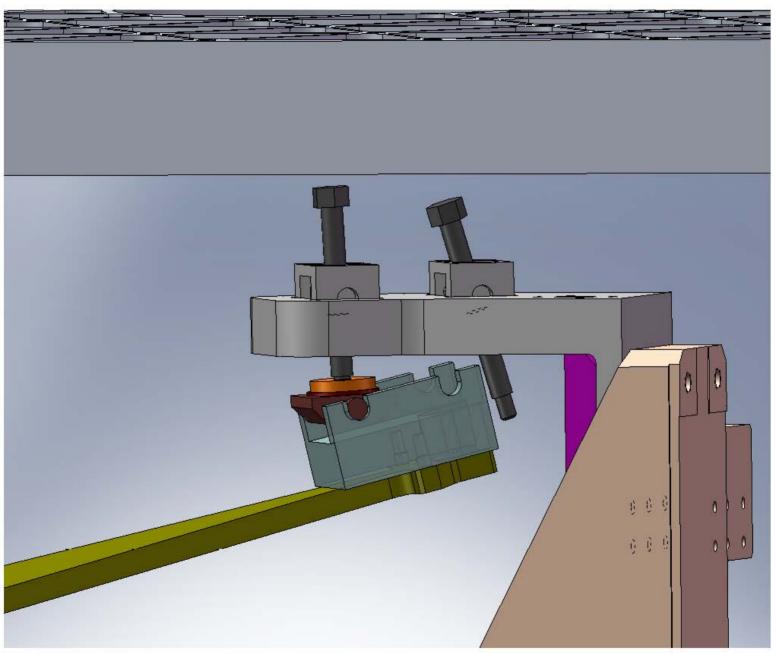




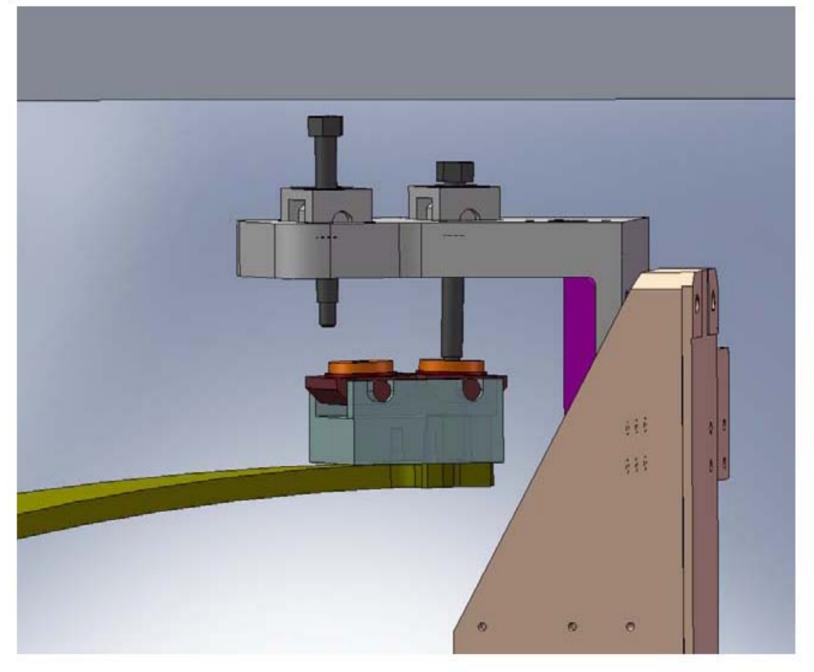
### Assembly

- > Over all the assembly went very smoothly
  - **2** ~300 parts & 3000 bolts
- > Some Tooling Problems
  - Spring Pre-loaders
  - Actuator positioning brackets
- > One set of screw holes (6 holes) misplaced
- > A few very difficult bolts (some redesign)
- > Some Electronic Problems (mostly displacement sensors)
- > It was a learning experience

#### 1) Blade unloaded



#### 3) Fully loaded



#### ISI vs ETF

- ETF is 2/3 full size
- Curved Blade Springs vs Straight Springs
  - Extra Compliance Tuning Step
- Different resonant frequencies
- East coast vs West coast

### Compliance Measurements

#### Test Design and Model

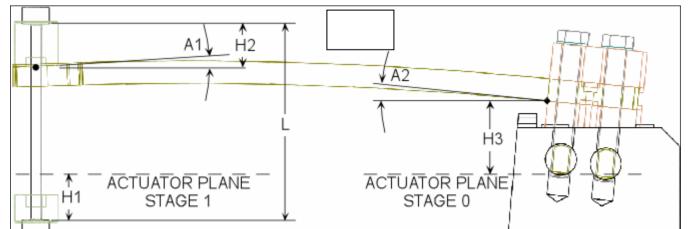
- Does the design meet specifications
- Stage 2 actuators

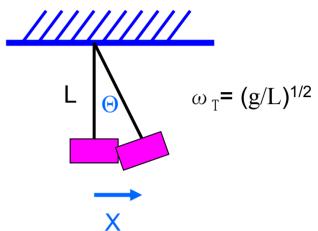
#### Test Assembly Procedure

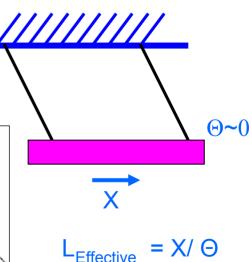
Friction, interference, tolerances

#### Diagonal Compliance Matrix

- Low Tilt Coupling frequency
- Makes the Control Design Task Easier

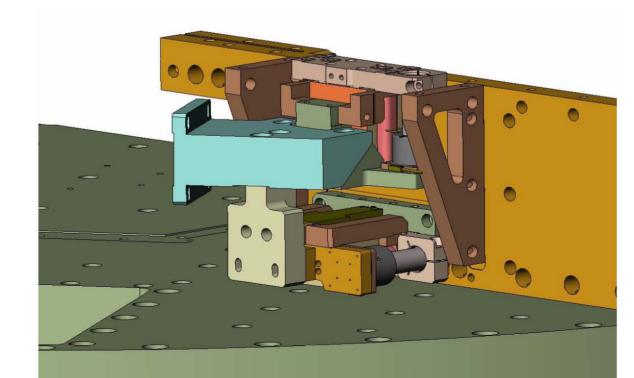






Stage 1-2
Actuator
Mounting
Redesign

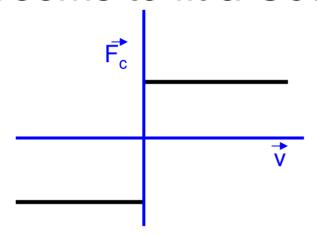
(Moved down by 1.835")





## Non-Linear Compliance

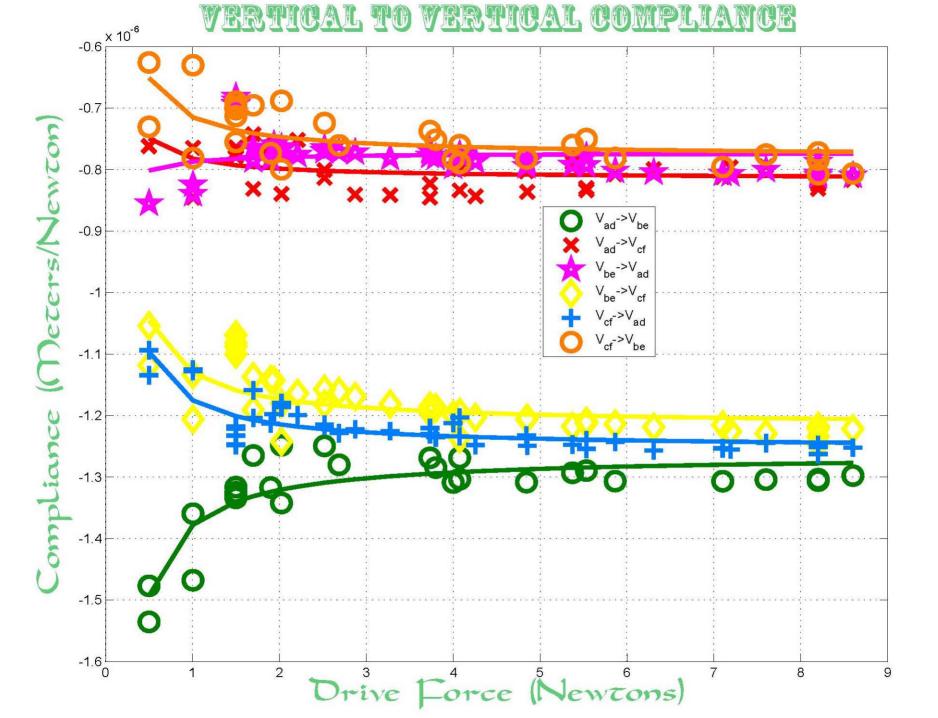
Seems to fit a Coulomb Friction Model

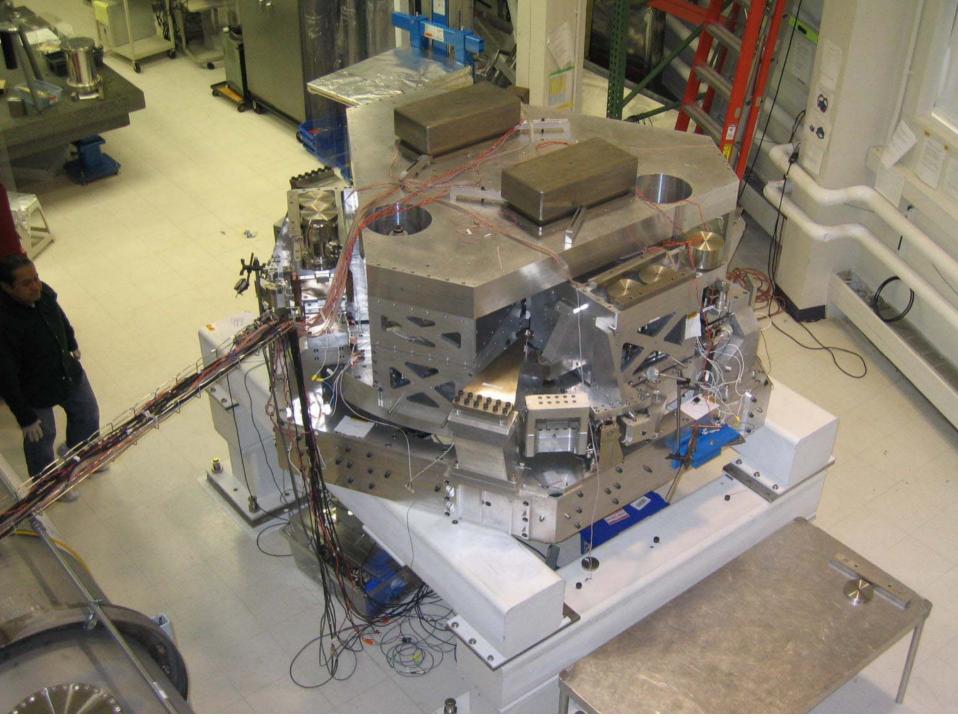


For 
$$F_c \ll F_{drive}$$
 Expect  $C(F) = C_0^*(1-Fc/F)$ 

Most (if not all) of the problem was in the wiring, when We rewired the platform we got about a factor of ten reduction in F<sub>c</sub>

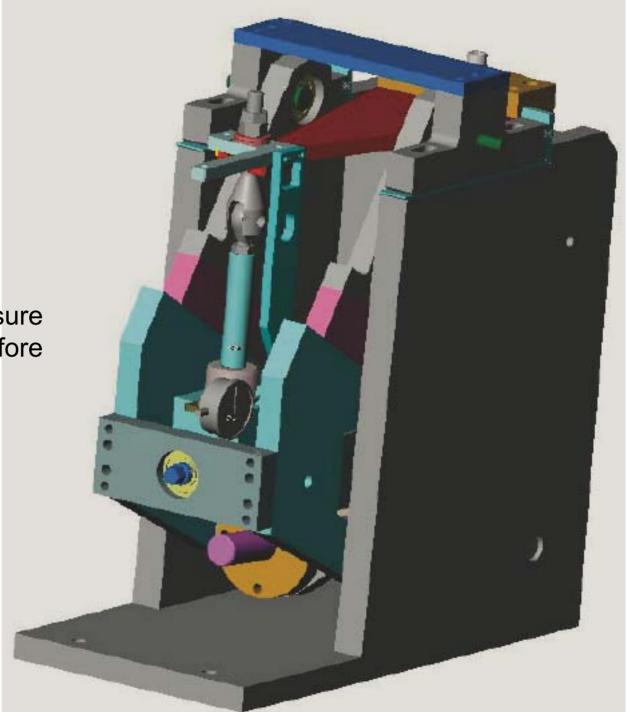
Went from 10's of mNewtons to a few mNewtons



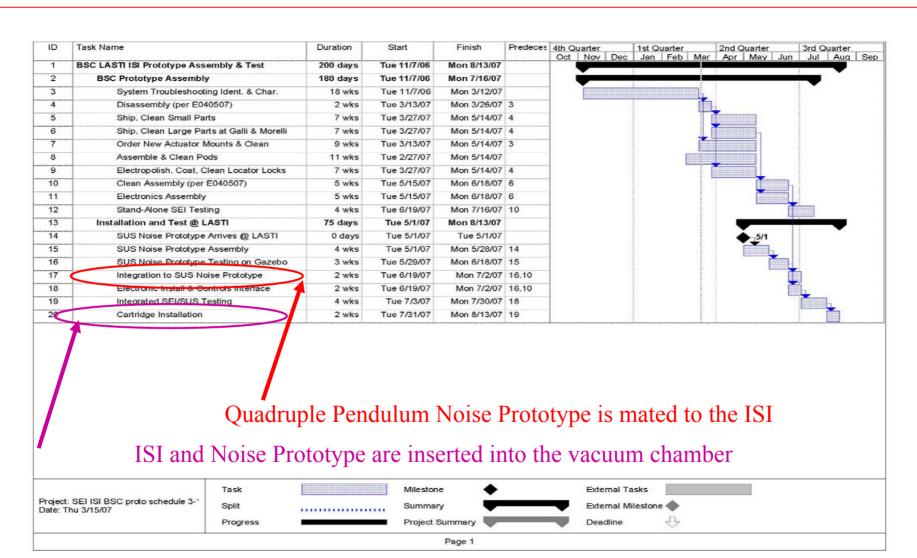


# Spring Tester

Supplied by ASI to measure The spring constants before installing on the ISI



#### Schedule



### Time to Move On

